City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	January 21, 2009
Meeting Date:	January 26, 2009
Subject:	Review and Certification of the Lafayette's Measure C Checklist for Calendar Years 2006 and 2007 for Submittal to the Contra Costa Transportation Authority

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Introduction

Measure C, passed by the voters of Contra Costa County in 1988, authorized a half percent sales tax to fund the County's Growth Management Program. Eighteen percent of the Measure C sales tax collected may be returned to local jurisdictions for local street maintenance and improvements. To receive these funds, Measure C requires each jurisdiction to take several actions. The Contra Costa Transportation Authority (CCTA), the agency responsible for Measure C's implementation, requires that each jurisdiction submit a checklist demonstrating how it has complied with the Measure C requirements.

Lafayette is eligible to receive approximately $384,000 for fiscal year 2007-2008 if the City Council certifies that it meets all of the Measure C requirements and the CCTA concurs. Once the City Council certifies the checklist, staff submits it to CCTA. CCTA's review process involves evaluation by several of CCTA's committees and ultimately its full board.

The Circulation Commission reviewed the draft Checklist at its meeting on January 20, 2009 and supported forwarding it to Council for its consideration of certification.

Staff reminds the Council that the checklist covers calendar years 2006 and 2007. Events occurring subsequent to this time period will be incorporated into future checklists.

Discussion

Measure C requires jurisdictions to take several actions in order to be in compliance with the Growth Management Program. These actions include:

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- Adopting a Growth Management Element that sets traffic level-of-service and facility performance standards,
- Adopting both a development mitigation program and a transportation systems management ordinance,
- Participating in cooperative planning to reduce traffic impacts,
- Expending a particular level of maintenance funds,
- Developing a five-year capital improvement program, and
- Addressing housing options and job opportunities.

The checklist consists of a series of questions and supporting material to determine if the City has undertaken the requirements of Measure C and to gauge the City's progress in achieving the measure's goals.

In 2001, the CCTA changed its reporting procedures so that checklists now cover a two-year reporting period instead of only one year. Jurisdictions found in compliance for calendar years 2006 and 2007, will be granted funds for FY 2007-08 and FY 2007-08. Under this policy, the second year allocations occur on the anniversary of the approval of the checklist. So, if the City's checklist is approved by the CCTA on April 1 of this year, the City will receive its allocation for calendar year 2006 at that time and its calendar year 2007 allocation on April 1, 2010. CCTA calculates each jurisdictions allocation based on a formula that accounts for population size and number of road miles.

The CCTA requires 6-8 weeks review time for each checklist prior to granting approval. The CCTA's staff and Citizen Advisory Committee review the checklist and make a recommendation regarding compliance to the full CCTA board.

In general, Lafayette has satisfied all of the checklist requirements; however some questions could be raised as to how the City has fulfilled the requirements. In the recent past, Lamorinda communities have experienced some challenging questions and comments during the CCTA review process. While no jurisdiction has been denied funds yet, the review process has become more rigorous. These discussions largely center on the City's role in meeting regional housing allocations and providing affordable housing. During the reporting period covered by this checklist, Lafayette Planning Commission and City Council reviewed and adopted density bonus guidelines to ensure consistency with State law and the City completed a Request for Proposal for an affordable, independent senior housing project.

At its January 20, 2009 meeting, the Circulation Commission reviewed the Checklist and unanimously agreed to forward the draft Checklist to the City Council without modification.

Fiscal Impact

Upon final approval of the CCTA's full board, the City is eligible to receive approximately $384,000 for fiscal year 2007-2008 and an as yet to be determined allocation for fiscal year 2008-2009.

Recommendation

1. Review the completed Checklist.

2. Find that Lafayette's policies and programs, as reported in the Checklist, conform to the requirements of the CCTA's Growth Management Program and authorize staff to forward the Checklist to the CCTA.

Attachments

1. Draft Measure C Checklist for calendar year 2006 and 2007

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GROWTH MANAGEMENT PROGRAM

Allocation of 18% Local Street Maintenance & Improvement Funds
For Fiscal Years 2007-08 and 2008-09
Reporting Period: Calendar Years 2006 & 2007

Compliance Checklist

Reporting Jurisdiction: City of Lafayette

1. Action Plans

		YES	NO	N/A
a.	Is the jurisdiction implementing the actions called for in the applicable Action Plan for Routes of Regional Significance for all designated Regional Routes within the jurisdiction?	X	☐	☐
b.	Has the jurisdiction implemented the following procedures as outlined in the applicable Action Plan for Routes of Regional Significance?			
	i. Circulation of environmental documents,	X	☐	☐
	ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	X	☐	☐
	iii. Conditioning the approval of projects consistent with Action Plan policies?	X	☐	☐
c.	Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in Authority Resolution No. 95-06-G (see Exhibit 6).	X	☐	☐

2. Transportation Mitigation Program

		YES	NO
a.	Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	X	☐

		YES	NO
b.	Has the jurisdiction adopted and implemented a regional transportation mitigation program, including regional traffic mitigation fees, assessments, or other mitigation as appropriate?	X	☐

3. Housing Options and Job Opportunities

		YES	NO
a.	Has the jurisdiction adopted a third-revision Housing Element that has been found by the State Department of Housing and Community Development (HCD) to comply with State Law?	X	☐
b.	Has the jurisdiction adopted a Housing Element that complies with the requirements of § 65583 *et seq.* of the Government Code, by: ▪ Identifying local responsibilities for meeting regional housing needs, ▪ Establishing goals and policies for meeting those needs, and ▪ Outlining a 5-year program of actions to implement the Housing Element?	X	☐
c.	Has the jurisdiction submitted a report to the Authority regarding development of an implementation program that creates housing opportunities for all income levels? The report should include Tables Band C of the "Annual Element Progress Report" required by HCD.	X	☐
d.	Does the jurisdiction's General Plan—or other adopted policy document or report—evaluate the effects of planned land uses on local, subregional and regional travel patterns and propose land use policies and a pattern of land uses that would promote more efficient use of the transportation system?	X	☐

4. Growth Management Element: Performance Standards

		YES	NO
a.	As part of its General Plan, has the jurisdiction adopted a Growth Management Element which is in substantial compliance with the Authority's Model Growth Management Element?	X	☐
b.	Does the jurisdiction now comply with adopted performance standards for fire, police, parks, sanitary facilities, water, and flood control, or expect to comply with the standards within the next five years through implementation of its Capital Improvement Program?	X	☐

5. Growth Management Element: Traffic Level-of-Service Standards

		YES	NO	N/A
a.	Using the Authority's *Technical Procedures*, have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 peak-hour vehicle trips?	X	☐	☐
b.	Does the jurisdiction maintain a list of Reporting Intersections on non-regional routes, and measure the level of service at those intersections every two years?	X	☐	☐
c.	Do all Reporting Intersections meet LOS standards through actual measurement, or after assuming implementation of five-year capital improvement program and accounting for changes in travel demand?	X	☐	☐
d.	Does a request for Findings of Special Circumstances for those intersections that do not and will not meet LOS standards, accompany this checklist?	☐	☐	X
e.	Has the jurisdiction ever been granted a Findings of Special Circumstances by the Authority?	X	☐	☐

6. Participation in Cooperative, Multi-Jurisdictional Planning

		YES	NO
a.	Over the past year, has the jurisdiction's Council/Board member regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy which defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	X	☐
b.	As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on land use and traffic patterns?	X	☐

7. Five-Year Capital Improvement Program

YES	NO
X	☐

Does the jurisdiction have an adopted five-year capital improvement program (CIP) that estimates project costs and includes a plan that outlines general mechanisms for financing transportation and public facilities, including fire, police, parks, sanitary facilities, water and flood control?

8. Transportation Systems Management Program

YES	NO
X	☐

Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies (see Exhibit 8)?

9. Maintenance of Effort (MoE)

YES	NO
X	☐

Has the jurisdiction met the MoE requirements of Measure C as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.

10. Posting of Signs

YES	NO	N/A
X	☐	☐

Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding $250,000 that are funded, in whole or in part, with Measure C funds?

11. Other Considerations

YES	NO	N/A
☐	☐	X

If the jurisdiction believes that the requirements of Measure C have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

12. Review and Approval of Checklist

This checklist was prepared by:

*Signature:*_____ *Date:*_____

Name and Title (print) : Leah Greenblat, Transportation Planner

Phone: 925.299.3229

The council/board of City of Lafayette has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature: _____ *Date:* _____

Name and Title: Don Tatzin, Mayor

Attest Signature: _____ *Date:* _____
City/Town/County Clerk

Name (print): Joanne Robbins

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GROWTH MANAGEMENT PROGRAM

Allocation of 18% Local Street Maintenance & Improvement Funds
For Fiscal Years 2007-08 and 2008-09
Reporting Period: Calendar Years 2006 & 2007

Attachments

Reporting Jurisdiction: City of Lafayette

(Note: This form may be downloaded in Word® from www.ccta.net .)

Information Requested by Checklist Questions

1. Action Plans

a. Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance:

The City of Lafayette worked with its adjacent jurisdictions to implement a variety of actions in the Lamorinda Action Plan. Examples of steps taken to implement the Lamorinda Action Plan include participation in the SWAT/Lamorinda TDM Program, Implementation of traffic mitigation projects contained in the Lamorinda Transportation Improvement Program, participation in the Lamorinda School Bus Program and implementation of the Pleasant Hill Road Action Plan.

- In 2006, the City of Lafayette participated with adjacent jurisdictions to implement the action plans in the State Route 24 Transit Alternatives Study and the Caldecott Tunnel Improvement Project Environmental Impact Report.

- The City received a grant for consulting assistance from MTC in 2006 to review the traffic signal timing on Pleasant Hill Road. Lafayette coordinated with the City of Walnut Creek in the development of the signal timing study.

- In 2006, the City began working with the residential neighborhood east of Pleasant Hill Road to develop a sidewalk project which would permit neighborhood school children to walk safely to two schools on Pleasant Hill

Road thereby potentially reducing vehicle volumes from parent's driving students to school.

- The City of Lafayette constructed a walkway to provide pedestrian access to Happy Valley Elementary School in order to decrease parent auto-usage and the traffic impacts on Happy Valley Road and other City streets. The City applied for and received funding to construct two sections of walkway, one of which was completed in 2007 and the other which was constructed in 2008.

- In order to improve bicycle safety on the east end of Mt. Diablo Blvd., in 2006, the City resurfaced this section of roadway and re-striped the roadway to better accommodate bicyclists.

- In 2006, the City worked with 511 Contra Costa to investigate the possibility of working with the Stanley Middle School to develop a Pool to School program with the intention of reducing the quantity of vehicle trips on the City's arterials.

- The City Council adopted an amended Master Walkways Plan in 2006.

- The City sponsored a Bike to Work Day Energizer Station in 2006 and 2007 and promoted Spare the Air days.

- In 2006, the City applied for and received consulting assistance from MTC to review the safety and traffic operations on Reliez Station Road which serves as a primary link between Lafayette and the Town of Moraga. The City installed pedestrian and vehicle safety improvements in 2007 on Reliez Station Road in order to facilitate student access to a Lamorinda School Bus stop thereby reducing the number of parent driven vehicles on the City's major arterials.

- In cooperation with the other Lamorinda jurisdictions, in 2007 the City began working on an update to the Lamorinda Action Plan. The City of Lafayette also updated its Master Walkways Plan which identifies future projects that will encourage and provide safe walking facilities. The City worked with its adjacent jurisdictions to update its Bicycle Master Plan and update and revise Measure C supporting documents as the CCTA prepares for the transition to Measure J. Other steps taken to implement the Lamorinda Action Plan include:

- In 2007, the City of Lafayette in cooperation with the City of Orinda, the Town of Moraga and local school districts organized and the Slow Down Lamorinda campaign which focused on educational and enforcement speed reduction measures on Pleasant Hill Road and other arterials in Lamorinda.

- In 2007, the City undertook its first downtown Employee and Employer Parking and Transportation Survey in order to collect information on the habits of employees and to learn which TDM programs were offered by employers and utilized by employees. The survey also collected information on how employers manage their off-street parking. The City mailed informational materials to employers informing them of travel demand management programs that were available to increase the use of alternative modes of transportation and increase overall vehicle occupancy.

- In 2007, the City approved development of a downtown condominium project adjacent to the EBMUD Aqueduct. The City's Bikeways Master Plan includes a project to develop a multi-purpose path along the aqueduct and the project was conditioned to construct the abutting portion of the pathway and a key gap in the Mt. Diablo Blvd. sidewalk which links BART with nearby office and housing developments.

- By the spring of 2007, the City of Lafayette finished construction on 2 of 4 planned phases of the Pleasant Hill Road Multi-Purpose Pathways project which will provide continuous non-motorized facilities for a variety of experience levels between Mt. Diablo Blvd. and Olympic Blvd. and the Lafayette-Moraga Trail. These pathways will provide pedestrian and bicycle facilities to assist students in getting to and from the nearby middle and high schools and reduce vehicle traffic on a route of regional significance by providing an alternative to driving.

b. Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:

The City approved one General Plan amendment for a residential project called The Woodbury. The Woodbury is a 65-unit residential condominium project located in the West End of Lafayette's downtown. The 2.46-acre subject site is

located east of Risa Road and north of Mount Diablo Blvd. As part of the affordable housing obligations, the Woodbury's developer will provide 18 affordable units at an off site location within the downtown and an in lieu fee of $800,000.

Lafayette staff reviewed the 16 elements of the Lamorinda Action Plan as outlined in the 2000 Update to the Countywide Comprehensive Transportation Plan and found that the project was consistent with the Plan. The Lamorinda Project Management Committee considered this application on April 23, 2006 and found it to be consistent with the Lamorinda Action Plan.

2. Development Mitigation Program

a. Describe progress on implementation of the regional transportation mitigation program:

The City of Lafayette participates in the Lamorinda Regional Transportation Mitigation Program by collecting a sub-regional transportation fee on certain types of new development within the City. The City further implements its transportation mitigation program by its participation in the Lamorinda Fee and Financing Authority. The LFFA approved its first disbursement of funds in early 2008.

3. Housing Options and Job Opportunities

a. Please list the date of State Department of Housing and Community Development (HCD) compliance finding for the jurisdiction's third-revision Housing Element and attach the HCD-approval letter:

January 2, 2003 HCD letter attached

b. If HCD found that the Housing Element did not comply with State law, please list the date of adoption and resolution number of the jurisdiction's finding that its third-revision Housing Element complies with State law. Also state what actions have been taken during the reporting period to contribute toward achieving the housing allocations established by ABAG for all income levels.

N/A

c. Please attach a report on the jurisdiction's development of an implementation program that creates housing opportunities for all income levels (Note: This report consists of Tables B and C from the "Annual Element Progress Report" required by HCD. See Sample Report – Exhibit 7).

Please see attached report.

4. Growth Management Element: Performance Standards

a. If the jurisdiction does not currently meet its adopted performance standards, please describe what actions the jurisdiction intends to take to bring it into compliance within the next five years, including actions contained in the adopted five-year capital improvement program:

The City of Lafayette is meeting all adopted performance standards.

5. Growth Management Element: Traffic Level of Service (LOS) Standards

a. Please list all projects that generated more than 100 peak hour trips, indicate whether a traffic impact study was conducted, and indicate if a Findings of Consistency with Standards was made (include resolution number):

N/A No projects generated more than 100 peak hour trips.

b. Please list Reporting Intersections, dates of counts and LOS monitoring results. Also attach LOS calculations. Explain reasons for any LOS exceedances and proposed mitigation through implementation of the 5-year CIP or other mechanism.

Reporting Intersection	Date of Count	LOS (AM/PM)*
Mt. Diablo at Happy Valley Rd.	5-15-2008	A/B
Mt. Diablo Blvd. at Oak Hill Rd.	5-15-2008	A/A
Mt. Diablo Blvd. at Moraga Rd.	5-15-2008	A/A
Mt. Diablo Blvd. at First St.	5-15-2008	A/B
Moraga Rd. at Moraga Blvd.	5-15-2008	A/A
Moraga Rd. at St. Mary's	5-15-2008	B/B

* = The CCTA's methodology for calculating LOS was used to calculate the LOS reported above. Note that the City of Lafayette also uses the Highway Capacity Manual methodology for calculating LOS.

c. Please list intersections for which the Authority has adopted Findings of Special Circumstances and describe actions taken over the past year to carry out required conditions of compliance:

In 1992, the CCTA granted a Findings of Special Circumstances for two intersections, Pleasant Hill Road/Deer Hill Road and Pleasant Hill Road/Springhill Road. Pleasant Hill Road was subsequently designated as a Route of Regional Significance. Circumstances and actions taken to carry out the required conditions of compliance were reported in the FY 1993-1994 Compliance Checklist. In the mid-1990s, the City improved congestion along Pleasant Hill Road by constructing a roadway project north of Deer Hill Road. The City of Lafayette continues to implement the actions contained in the Lamorinda Action Plan.

6. N/A

7. Five-Year Capital Improvement Program (CIP)

Please list resolution number and date of adoption of most recent five-year CIP. If CIP implementation is required to meet traffic LOS or performance standards, state the number of years for which this condition has prevailed.

Resolution 2008-29, June 9, 2008.

8. Transportation Systems Management Program

Date of Ordinance or Resolution Adoption 4/14/97

Resolution Number 473

9. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2005-06 and FY 2006-07). See page 7 of the Instructions to identify the MoE requirements.

Maintenance of Effort requirement: $329,600
Maintenance of Effort expenditure FY 2005-06: $1,402,000*
Maintenance of Effort expenditure FY 2006-07: $420,000
* = In FY 2005-02006, the City advanced some projects so the amount of expenditure is greater than what is typical.

10. N/A

11. N/A

12. Other Considerations

Please specify any alternative methods of achieving compliance for any components for the Measure C Growth Management Program.

The City has made a good faith effort to comply with all elements of the Measure C Growth Management Program. The City adopted the Downtown Traffic Plan which seeks to improve local and regional circulation on its downtown street system. During this reporting period, the City diligently worked on implementing its General Plan to specifically address traffic impacts of development and improve pedestrian and bicycle mobility.

OF CALIFORNIA - BUSINESS, TRANSPORTATION, AND HOUSING AGENCY GRAY DAVIS, Governor
ARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
sion of Housing Policy Development
ird Street, Suite 430
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nto, CA 94252-2053
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23-3176 FAX: (916) 327-2643

January 2, 2003

Mr. Steven Falk, City Manager
City of Lafayette
P.O. Box 1968
Lafayette, California 94549

Dear Mr. Falk:

RE: Review of the City of Lafayette's Adopted Housing Element

Thank you for submitting Lafayette's housing element, adopted October 28, 2002 and received for our review on October 30, 2002. As you know, the Department of Housing and Community Development (Department) is required to review housing elements, and report our findings to the locality pursuant to Government Code Section 65585(h).

The Department's September 14, 2001 review found the City's revised draft element addressed the statutory requirements of housing element law. Since the adopted element is substantially the same as the draft amendments, we are pleased to find Lafayette's adopted element in compliance with State housing element law (Article 10.6 of the Government Code). The City is commended for identifying sites commensurate with its share of the regional housing need and establishing a capital improvement program to encourage a variety of housing types in Lafayette.

We appreciate Lafayette's efforts to meet the statutory requirements of housing element law and wish the City much success in meeting its housing goals and objectives. The Department is grateful for the assistance of Ms. Niroop K. Srivatsa, Building and Planning Manager, during the course of our review. Lafayette should monitor its progress in implementing the element through the annual general plan reports required pursuant to Government Code, Section 65400. These reports are required to be completed and submitted to this Department in October of each year. If we can provide any assistance in implementing the City's housing or land-use programs, please contact Paul Dirksen Jr., of our staff, at (916) 445-5307.

Also, we are pleased to report, as a result of the approval of Proposition 46, a historic increase in funds available through the Department to assist the City in addressing housing and community development needs. Information on these programs, including Notices of Funding Availability (NOFA), will be posted on the Department's website. For program information and funding availability, please consult our homepage at www.hcd.ca.gov.

In accordance with their requests pursuant to the Public Records Act, we are forwarding a copy of this letter to the individuals listed below.

Sincerely,

Cathy E. Creswell

Cathy E. Creswell
Deputy Director

cc: Niroop Srivatsa, Planning, Building Services Manager
Mark Stivers, Senate Committee on Housing & Community Development
Suzanne Ambrose, Supervising Deputy Attorney General, AG's Office
Terry Roberts, Governor's Office of Planning and Research
Kimberley Dellinger, California Building Industry Association
Marcia Salkin, California Association of Realtors
Marc Brown, California Rural Legal Assistance Foundation
Rob Weiner, California Coalition for Rural Housing
John Douglas, AICP, Civic Solutions
Deanna Kitamura, Western Center on Law and Poverty
S. Lynn Martinez, Western Center on Law and Poverty
Alexander Abbe, Law Firm of Richards, Watson & Gershon
Ruben Duran, Law Firm of Neufield, Jaffe & Levin
Ilene J. Jacobs, California Rural Legal Assistance, Inc.
David Booher, California Housing Council
Sue Hestor, Attorney at Law
Paul Campos, Home Builders Assoc. of Northern California
Shannon Dodge, Non-Profit Housing Association of Northern California
Eve Bach, Arc Ecology
William Litt, Bay Area Legal Aid
Allison Brooks, Livable Communities Initiative
Charlie Carson, Home Builders Association – Northern Division

Q1 a. General Plan Amendments approved

The City approved one General Plan amendment for a residential project called The Woodbury. The Woodbury is a 65-unit residential condominium project located in the West End of Lafayette's downtown. The 2.46-acre subject site is located east of Risa Road and north of Mount Diablo Blvd. As part of the affordable housing obligations, The Woodbury's developer will provide 18 affordable units at an off site location within the downtown and an in lieu fee of $800,000.

Lafayette staff reviewed the 16 elements of the Lamorinda Action Plan as outlined in the 2000 Update to the Countywide Comprehensive Transportation Plan and found that the project was consistent with the Plan. The Lamorinda Project Management Committee considered this application on April 23, 2006 and found it to be consistent with the Lamorinda Action Plan.

Q3. Housing Options and Job Opportunities.

See attached for checklist and responses to sections (a) and (b).

Q3c. Progress towards Meeting Regional Housing Needs 1999 to 2007

Permits Issued

Income	Regional Housing Needs Allocation 1999-2007	Building Permits Issued	Percentage of RHNA
Very Low	30	15	50
Low	17	2	12
Moderate	42	78[1]	186

Approved and Pending Applications

Income	The Woodbury	Lafayette Park Terrace	Eden Housing
Very Low	5	2	45
Low	5		1
Moderate	10	3	

[1] These units are not income-restricted. Rents for these units are affordable to households of moderate income.

Progress made on implementation programs

During 2006 and 2007, the City focused its attention on two significant housing programs to further the provision of affordable housing. The first was the adoption of density bonus guidelines to ensure consistency with State law. In 2005, the Senior Housing Task Force was created to help the City Council meet its goal of providing senior housing in Lafayette. The task force met with senior housing developers to gain a better understanding of the factors (site characteristics, funding, and need) involved in getting a project built. The following goals were established to guide the efforts of this committee:

1. Focus efforts on getting an affordable, independent senior housing project built.
2. Focus attention and efforts on sites with appropriate General Plan designations and that are located close to downtown services.
3. Complete a Request for Proposal (RFP) by the summer of 2006 and forward the same to senior housing developers.

To achieve these goals, the task force drafted a Request for Qualifications (RFQ) and prepared an inventory of sites suitable for senior housing. The draft RFQ was issued in late July 2006 and the City received six proposals from qualified housing developers. The firms that were interviewed by the task force members were:

1. American Baptist Homes of the West (ABHOW)
2. Satellite Housing
3. AF Evans
4. Simpson Housing Solutions
5. Eden Housing

In January 2007, the task force conducted a second round of interviews and recommended the selection of Eden Housing, Inc. to the City Council. The City Council selected Eden and the City's Redevelopment Agency has committed $3,000,000 to the senior housing project. Eden's application for a 45 unit very low income senior housing project is currently under review.

The following implementation programs have been completed. The status of unfinished tasks is provided in the table below.

1. Program H-1.1.1: Rehabilitation/Preservation Program: In cooperation with the Contra Costa County Housing Authority (CCCHA), participate in the Neighborhood Preservation Program which provides low interest loans for the rehabilitation of homes owned or occupied by low- to moderate-income households. The City will improve citizen awareness of this rehabilitation loan program by a) making pamphlets on this program available at City Hall and at the public library; b) contacting neighborhood groups in older residential areas with this information; and c) continuing building code enforcement through the County's Building Division. Use funding sources such as the Deferred Payment Rehabilitation Loan Program (DPRLP) to implement this program.

2. Program H-1.1.2: Code Enforcement Program: Develop a code enforcement program to encourage the rehabilitation and/or elimination of physically obsolete and substandard housing.

3. Program H-2.8.1: Housing Rehabilitation: use RDA funds to assist in the rehab of existing multi family units.

4. Program H-1.3.1: Shared Housing Programs for Seniors: Contact the Shared Housing Association in Contra Costa County to determine whether the Association would be interested in implementing such a program in Lafayette.

5. Program H-1.5.1: Energy Conservation Program: Provide information on programs which provide assistance for energy conservation improvements for public distribution.

6. Program H-2.5.1: Second Dwelling Unit Construction: Review the existing Second Unit Ordinance and the number of such units that have been built in the past three years to determine what modifications of this section of the Zoning Ordinance may be required to increase the number of these units constructed. Review the Second Unit Ordinance for compliance with amendments to Government Code §65852.1 and §65852.2. Consider fast track processing for units meeting established standards.

7. Program H-3.1.1: Affordable Senior Housing: Identify an area or parcel(s) of land suitable for senior housing funded by a HUD 202 or similar program. Work with developers to facilitate obtaining funding and construction of senior housing on this site, including the use of $1,000,000 from the Redevelopment Agency's Low and Moderate Income Fund.

8. Program H-3.2.1: Senior Housing Planned Development: Consider creating a Planned Unit Zoning District for senior housing. Include criteria that protect neighborhood character and assure good design, and which may include flexible parking and setback requirements, and density bonuses, where applicable.

9. Program H-3.3.2: Housing for Persons with Disabilities: Analyze and determine whether there are constraints on the development, maintenance and improvement of housing intended for persons with disabilities, consistent with Senate Bill 520 enacted on January 1, 2002. The analysis will include an evaluation of existing land use controls, permit and processing procedures and building codes. If any constraints are found in these areas, the City will initiate actions to address these constraints, including removing the constraints or providing reasonable accommodation for housing intended for persons with disabilities.

10. Program H-3.4.1: Density Bonus Regulations: Revise the Zoning Ordinance to comply with the density bonus provisions of Government Code §65915-65918 requiring the granting of a density bonus of 25 percent and an additional financial incentive, or financially equivalent incentive(s), to a developer of housing agreeing to construct at least a) 20 percent of the units for low-income households; or b) 15 percent of the units for very-low income households; or c) 50 percent of the units for senior citizens.

No.	Task	Schedule
1	Revise the second unit ordinance	Lowest priority. Recommend deferral until 2008 or beyond
2	Program H-2.8.1: Housing Rehabilitation (use RDA funds to assist in rehab of existing multi family units).	Ongoing. The RDA considered but declined assisting in the purchase of the Brook Garden apartments.
3	Adopt an inclusionary housing ordinance and in-lieu fees	Completed updated fee schedule and met with Council in October 2008. Task to be completed June 2009.
4	Program H-3.1.1: Affordable Senior Housing: (identifying parcel for senior housing)	Eden Housing selected in 2007 to build affordable senior housing project. Eden has filed an application for a 45 unit affordable housing project. City Council also directed staff to prepare a General Plan amendment to allow increased density for senior housing developments.
5	Program H-3.2.1: Senior Housing Planned Development (consider creating a PUD district for senior housing)	See above
6	Program H-5.3.1: Annual Report. Prepare an annual report to the City Council and Planning Commission that describes the amount and type of housing activity correlated with an updated summary of the City's housing needs	Data collection in progress. Report scheduled for consideration by the Planning Commission and City Council in 11/08
7	Program H-3.4.2: Very-Low and Low Income Density Bonus (revise zoning ordinance to add density bonus provisions). Amend the Zoning Ordinance to remove constraints to the construction of affordable housing	Work on residential chapters to begin after completion of house size study
8	Program H-3.3.1: Accessible Units for the Physically Disabled (revise zoning ordinance to require set asides in apartment projects for persons with disabilities	Defer until completion of Downtown Strategic Plan
9	Program H-3.9.1: First Time Home Buyers (include in density bonus provisions incentives for first time home buyers)	Work on residential chapters to begin after completion of house size study
10	Program H-1.6.1: Review existing zoning regulations that protect existing smaller units: Review and revise the Zoning Ordinance, as necessary, to ensure that adequate protection exists to prevent the replacement of small, affordable units with larger and more expensive units, that are not in keeping with the character of the neighborhood.	Work on residential chapters to begin after completion of house size study
11	Program H-2.4.1: Multi-family Units in the Downtown Area: Review and revise the C, C-1, RB and SRB zoning districts to facilitate the construction of multi-family residential uses. The maximum permissible residential density, inclusive of density bonus provisions,	Defer until completion of Downtown Strategic Plan

No.	Task	Schedule
	shall be 35 dwelling units per acre. Densities above 24 dwelling units per acre shall be permitted only with the provision of a density bonus pursuant to H-3.4.1 and/or H-3.4.2. Include measures to provide protection from excessive noise, dust, odor and other quality of life criteria. Review and consider revisions to height limits and parking standards to account for day/night uses and combined parking facilities. Allow ground floor residential uses when not located on the Mt. Diablo Boulevard frontage. Consider the height, bulk and design of a development when determining its impacts on the surrounding area.	
12	Program H-3.7.1: Emergency and Transitional Housing: Revise the Zoning Ordinance to permit an emergency and transitional housing facility as a permitted use in the General Commercial Zoning District 1 (Zoning Map symbol C-1), which covers the area shown in Map V-1 in accordance with Government Code §65583. Require that the Uniform Housing Code (UHC) Space and Occupancy Standards be applied to shelters pursuant to Health and Safety Code §50807. Design Review approval shall also be required prior to issuance of a building permit.	Defer until completion of Downtown Strategic Plan
13	Program H-5.1.4: Review the Zoning Ordinance, Review the Zoning Ordinance and consider revisions to the following governmental constraints on the development of housing: a) Require parking standards for multi-family uses in commercial zoning districts consistent with the MRA zoning district. b) Review the MRA district's FAR requirements for revision, or possible elimination. *This change will affect not only the MRA district, but will also serve as a guide for considering multi-family developments in commercial districts.* c) Delete the FAR requirements for residential use in the MRO district. d) Consider the strict regulation of the conversion of existing multiple family residential units in the C, C-1, SRB, and RB Zoning Districts. e) Provide residential parking requirements for the APO zoning district and other zoning districts that do not have residential parking requirements.	Defer until completion of Downtown Strategic Plan
14	Program H-2.6.1: Manufactured Housing: Review standards for placement of manufactured housing units on permanent foundations in existing developments, and amend the Zoning Ordinance accordingly. Require that these structures conform to the City's design review guidelines. Provide information and assistance to developers and private citizens interested in the use of manufactured housing components for residential	Work on residential chapters to begin after completion of house size study

No.	Task	Schedule
	expansion, conversion, or rehabilitation.	
15	Program H-1.2.1: Maintenance of Existing Residential Zoning: Retain existing residential zoning and revise the Zoning Ordinance to disallow commercial uses, other than residential businesses, in these zones. Continue to require architectural review of non-residential structures (e.g. schools, churches, fire houses, police stations, utility structures) in residential zones to ensure conformity with existing neighborhood character.	Work on residential chapters to begin after completion of house size study
16	Program H-1.4.1: Condominium Conversions: Consider amendments to the existing condominium conversion regulations (Chapter 32 of Title 6 of the Municipal Code). Amendments that would be considered include exemption of limited equity residential cooperatives that provide long-term affordability for the units; requirement of relocation assistance by the proponent when units are converted; and requirement of first right of refusal by occupants. Periodically review the provisions of the Condominium Conversion Ordinance to ensure that it adequately protects the existing rental housing stock.	Defer until completion of Downtown Strategic Plan
17	Program H-3.1.4: Available Funding (supporting efforts to obtain State and federal assistance for housing for seniors, large families and households with children).	Ongoing
18	Program H-3.1.3: Tax-Exempt Financing (require developers who apply for tax exempt financing to allow persons eligible for federal assistance to apply for below market rate units)	Ongoing
19	Program H-4.1.2: Nondiscrimination Clauses. Provide nondiscrimination clauses in rental agreements and deed restrictions for housing constructed with City assistance	Ongoing
20	Program H-3.1.2: Housing Fund: Create a Housing Fund with contributions of funds collected from private and public sources to implement and/or supplement the City's housing programs. Consider funding programs specifically designed to make housing available to moderate-income Lafayette residents. Use of the Housing Fund will be governed by guidelines as set out in the Municipal Code. There are several possible sources and uses of this fund. Loans, grants, developer fees and other funding sources could be used to reduce the cost of land acquisition and construction for affordable housing, and to prevent and reduce homelessness.	Defer to FY 08/09 (task to be undertaken in 2009)

APPENDIX 1

2008 LOS Calculations

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 1 MORAGA RD/MORAGA BLVD LAFAYETTE
Count Date 5-15-08 Time 7:45-8:45 Peak Hour AM

CCTA METHOD 3-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      0  788   40
                      |   |   |
                      |   |   |
                    <---  v   --->
LEFT     0 ---  0.0   1.1  2.2  1.1   1.1 ---   41  RIGHT
                                                    STREET NAME:
THRU     0 ---> 0.0  (NO. OF LANES)    1.1<---    0  THRU  MORAGA BLVD

RIGHT    0 ---  0.0   1.1  2.2  1.1   1.1 ---   47  LEFT
             |       <---  ^   --->      |
             v           |   |   |       v
  N                      |   |   |
W + E                    0 1193   63
  S                   LEFT THRU RIGHT Split? N
```

Split? N

SIG WARRANTS: Urb=N, Rur=Y

STREET NAME: MORAGA RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	63	63	1720	0.0366	
THRU (T)	1193	1193	3440	0.3468	
LEFT (L)	0	0	1720	0.0000	
T + R		1256	3440	0.3651	0.3651
T + L		1193	3440	0.3468	
T + R + L		1256	3440	0.3651	
SB RIGHT (R)	0	0	1720	0.0000	
THRU (T)	788	788	3440	0.2291	
LEFT (L)	40	40	1720	0.0233	0.0233
T + R		788	3440	0.2291	
T + L		828	3440	0.2407	
T + R + L		828	3440	0.2407	
WB RIGHT (R)	41	41	1720	0.0238	
THRU (T)	0	0	1720	0.0000	
LEFT (L)	47	47	1720	0.0273	
T + R		41	1720	0.0238	
T + L		47	1720	0.0273	
T + R + L		88	1720	0.0512	0.0512

TOTAL VOLUME-TO-CAPACITY RATIO: 0.44
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 2 FIRST ST/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 7:45-8:45 Peak Hour AM

CCTA METHOD 5-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      550   93  111
                       |    |    |
                       |    |    |
                  <----     v    ---->        | Split? N
LEFT   812 ---  2.0   1.0  1.0  1.0   1.4 ---  312  RIGHT
                                                STREET NAME:
THRU   260 ---> 2.1  (NO. OF LANES)   2.1<---  359  THRU  MT DIABLO BLVD

RIGHT   12 ---  1.1   1.0  1.1  1.1   1.0 ---   13  LEFT
                  |  <----    ^    ---->       |
                  v          |    |    |       v
  N               |          |    |    |
W + E             |         27   42    8
  S               |       LEFT THRU RIGHT Split? N
```

SIG WARRANTS: Urb=Y, Rur=Y

STREET NAME: FIRST ST

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	8	1650	0.0048	
THRU (T)	42	42	1650	0.0255	
LEFT (L)	27	27	1650	0.0164	
T + R		50	1650	0.0303	0.0303
SB RIGHT (R)	550	103 *	1650	0.0624	
THRU (T)	93	93	1650	0.0564	
LEFT (L)	111	111	1650	0.0673	0.0673
EB RIGHT (R)	12	12	1650	0.0073	
THRU (T)	260	260	3300	0.0788	
LEFT (L)	812	812	3000	0.2707	0.2707
T + R		272	3300	0.0824	
WB RIGHT (R)	312	222 *	1650	0.1345	
THRU (T)	359	359	3300	0.1088	
LEFT (L)	13	13	1650	0.0079	
T + R		581	3300	0.1761	0.1761

TOTAL VOLUME-TO-CAPACITY RATIO: 0.54
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED

INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 3 MORAGA RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 7:45-8:45 Peak Hour AM

CCTA METHOD RIGHT THRU LEFT 6-PHASE SIGNAL

```
                    37   54   25
                     |    |    |
                     |    |    |
                <---  v    ---> | Split? N
LEFT    62 ---  1.0   1.1  2.1  1.0  1.1 ---   25  RIGHT
                                                STREET NAME:
THRU   390 ---> 3.0  (NO. OF LANES)   2.1<---  319  THRU  MT DIABLO BLVD

RIGHT  246 ---  1.5   2.1  1.1  1.5  2.0 ---  546  LEFT
               |     <---  ^   --->    |
               v          |    |      v
   N                      |    |                        SIG WARRANTS:
W + E                    465  128  617                    Urb=Y, Rur=Y
   S                   LEFT THRU RIGHT Split? Y
```

STREET NAME: MORAGA RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	617	317 *	1650	0.1921	
THRU (T)	128	128	1650	0.0776	
LEFT (L)	465	465	3000	0.1550	
T + L		593	3000	0.1977	0.1977
SB RIGHT (R)	37	37	1650	0.0224	
THRU (T)	54	54	3300	0.0164	
LEFT (L)	25	25	1650	0.0152	
T + R		91	3300	0.0276	0.0276
EB RIGHT (R)	246	0 *	1650	0.0000	
THRU (T)	390	390	4950	0.0788	0.0788
LEFT (L)	62	62	1650	0.0376	
WB RIGHT (R)	25	25	1650	0.0152	
THRU (T)	319	319	3300	0.0967	
LEFT (L)	546	546	3000	0.1820	0.1820
T + R		344	3300	0.1042	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.49
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 4 OAK HILL RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 7:45-8:45 Peak Hour AM

CCTA METHOD RIGHT THRU LEFT 6-PHASE SIGNAL

104 27 385

Split? N

LEFT 41 --- 1.0 1.0 1.1 2.1 1.1 --- 272 RIGHT

STREET NAME:

THRU 298 ---> 2.1 (NO. OF LANES) 2.1<--- 518 THRU MT DIABLO BLVD

RIGHT 27 --- 1.1 1.1 1.1 1.0 1.0 --- 58 LEFT

N
W + E
S

33 62 64

LEFT THRU RIGHT Split? Y

SIG WARRANTS:
Urb=Y, Rur=Y

STREET NAME: OAK HILL RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	64	6 *	1650	0.0036	
THRU (T)	62	62	1650	0.0376	
LEFT (L)	33	33	1650	0.0200	
T + L		95	1650	0.0576	0.0576
SB RIGHT (R)	104	63 *	1650	0.0382	
THRU (T)	27	27	1650	0.0164	
LEFT (L)	385	385	3000	0.1283	
T + L		412	3000	0.1373	0.1373
EB RIGHT (R)	27	27	1650	0.0164	
THRU (T)	298	298	3300	0.0903	
LEFT (L)	41	41	1650	0.0248	0.0248
T + R		325	3300	0.0985	
WB RIGHT (R)	272	272	1650	0.1648	
THRU (T)	518	518	3300	0.1570	
LEFT (L)	58	58	1650	0.0352	
T + R		790	3300	0.2394	0.2394

TOTAL VOLUME-TO-CAPACITY RATIO: 0.46
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 5 HAPPY VALLEY RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 8:00-9:00 Peak Hour AM

CCTA METHOD 6-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      508   31   96
                       |    |    |
                       |    |    |
                  <----|    v    |---->
LEFT   194 ---> 1.0   1.0  1.1  1.1   1.1 ---  104  RIGHT
                                                  STREET NAME:
THRU   253 ---> 2.1  (NO. OF LANES)   2.1<---  446  THRU  MT DIABLO BLVD

RIGHT   10 ---> 1.1   1.1  1.1  1.1   1.0 ---   78  LEFT
                  |  <---    ^    --->   |
                  v          |    |     v
   N              |          |    |                      SIG WARRANTS:
 W + E           25         25   21                       Urb=Y, Rur=Y
   S          LEFT THRU RIGHT Split? Y
```

Split? N

STREET NAME: HAPPY VALLEY RD

MOVEMENT		ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	21	21	1650	0.0127	
	THRU (T)	25	25	1650	0.0152	
	LEFT (L)	25	25	1650	0.0152	
	T + R		46	1650	0.0279	
	T + L		50	1650	0.0303	
	T + R + L		71	1650	0.0430	0.0430
SB	RIGHT (R)	508	314 *	1650	0.1903	0.1903
	THRU (T)	31	31	1650	0.0188	
	LEFT (L)	96	96	1650	0.0582	
	T + L		127	1650	0.0770	
EB	RIGHT (R)	10	10	1650	0.0061	
	THRU (T)	253	253	3300	0.0767	
	LEFT (L)	194	194	1650	0.1176	0.1176
	T + R		263	3300	0.0797	
WB	RIGHT (R)	104	104	1650	0.0630	
	THRU (T)	446	446	3300	0.1352	
	LEFT (L)	78	78	1650	0.0473	
	T + R		550	3300	0.1667	0.1667

TOTAL VOLUME-TO-CAPACITY RATIO: 0.52
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 AM 12/02/08

INTERSECTION 6 MORAGA RD/ST MARY'S RD LAFAYETTE
Count Date 5-15-08 Time 7:30-8:30 Peak Hour AM

CCTA METHOD 4-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      0   573  235
                      |    |    |
                      |    |    |
                <---  v    ---> |  Split? Y
LEFT     8 ---  1.1   0.0  1.0  1.0   1.9 ---  378  RIGHT
                                                  STREET NAME:
THRU     0 ---> 1.1  (NO. OF LANES)    1.1<---    0  THRU  ST MARY'S RD

RIGHT    0 ---  1.1   1.1  1.1  1.1   1.1 ---  123  LEFT
             |       <---  ^    ---> |
             v            |    |    |  v
  N                       |    |    |                  SIG WARRANTS:
W + E                     0   690   28                    Urb=Y, Rur=Y
  S                   LEFT THRU RIGHT Split? N
```

STREET NAME: MORAGA RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	28	28	1650	0.0170	
THRU (T)	690	690	1650	0.4182	
LEFT (L)	0	0	1650	0.0000	
T + R		718	1650	0.4352	0.4352
T + L		690	1650	0.4182	
T + R + L		718	1650	0.4352	
SB THRU (T)	573	573	1650	0.3473	
LEFT (L)	235	235	1650	0.1424	0.1424
EB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	8	8	1650	0.0048	0.0048
T + R		0	1650	0.0000	
T + L		8	1650	0.0048	
T + R + L		8	1650	0.0048	
WB RIGHT (R)	378	378	1650	0.2291	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	123	123	1650	0.0745	0.0745
T + L		123	1650	0.0745	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.66
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

INT=EXIST.INT,VOL=2008.AMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 1 MORAGA RD/MORAGA BLVD LAFAYETTE
Count Date 5-15-08 Time 17:00-18:00 Peak Hour PM

CCTA METHOD RIGHT THRU LEFT 3-PHASE SIGNAL

```
                    2 1043   35
                    |   |    |
          ^         |   |    |         ^
          |       <---   v   --->       | Split? N
LEFT    0 ---  0.0   1.1  2.2  1.1   1.1 ---   45  RIGHT
                                                   STREET NAME:
THRU    0 ---> 0.0  (NO. OF LANES)   1.1<---    1  THRU  MORAGA BLVD

RIGHT   0 ---  0.0   1.1  2.2  1.1   1.1 ---   38  LEFT
            |       <---   ^   --->       |
            v           |   |    |         v
  N                     |   |    |                    SIG WARRANTS:
W + E                   1  919   70                     Urb=N, Rur=B
  S                  LEFT THRU RIGHT Split? N
```

STREET NAME: MORAGA RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	70	70	1720	0.0407	
THRU (T)	919	919	3440	0.2672	
LEFT (L)	1	1	1720	0.0006	0.0006
T + R		989	3440	0.2875	
T + L		920	3440	0.2674	
T + R + L		990	3440	0.2878	
SB RIGHT (R)	2	2	1720	0.0012	
THRU (T)	1043	1043	3440	0.3032	
LEFT (L)	35	35	1720	0.0203	
T + R		1045	3440	0.3038	
T + L		1078	3440	0.3134	
T + R + L		1080	3440	0.3140	0.3140
WB RIGHT (R)	45	45	1720	0.0262	
THRU (T)	1	1	1720	0.0006	
LEFT (L)	38	38	1720	0.0221	
T + R		46	1720	0.0267	
T + L		39	1720	0.0227	
T + R + L		84	1720	0.0488	0.0488

TOTAL VOLUME-TO-CAPACITY RATIO: 0.36
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.PMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 2 FIRST ST/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 16:15-17:15 Peak Hour PM

CCTA METHOD 5-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      372   88  147
                       |    |    |
                       |    |    |
                  ^    |    |    |         ^
                  |    |   <---  v   --->  |  Split? N
LEFT  1032 ---  2.0    1.0  1.0  1.0   1.4 ---  250  RIGHT
                                                    STREET NAME:
THRU   398 ---> 2.1  (NO. OF LANES)   2.1<---  564  THRU  MT DIABLO BLVD

RIGHT   26 ---  1.1    1.0  1.1  1.1   1.0 ---   16  LEFT
                  |    <---  ^   --->  |
                  v         |    |    v
   N              |         |    |                       SIG WARRANTS:
W + E            27        45    8                        Urb=Y, Rur=Y
   S             LEFT THRU RIGHT Split? N
```

STREET NAME: FIRST ST

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	8	8	1650	0.0048	
THRU (T)	45	45	1650	0.0273	
LEFT (L)	27	27	1650	0.0164	
T + R		53	1650	0.0321	0.0321
SB RIGHT (R)	372	0 *	1650	0.0000	
THRU (T)	88	88	1650	0.0533	
LEFT (L)	147	147	1650	0.0891	0.0891
EB RIGHT (R)	26	26	1650	0.0158	
THRU (T)	398	398	3300	0.1206	
LEFT (L)	1032	1032	3000	0.3440	0.3440
T + R		424	3300	0.1285	
WB RIGHT (R)	250	160 *	1650	0.0970	
THRU (T)	564	564	3300	0.1709	
LEFT (L)	16	16	1650	0.0097	
T + R		724	3300	0.2194	0.2194

TOTAL VOLUME-TO-CAPACITY RATIO: 0.68
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.PMV,CAP=

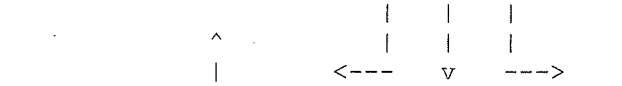
CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 3 MORAGA RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 16:45-17:45 Peak Hour PM

CCTA METHOD RIGHT THRU LEFT 6-PHASE SIGNAL

38 128 78



STREET NAME: MT DIABLO BLVD

N
W + E
S

261 109 610
LEFT THRU RIGHT Split? Y

SIG WARRANTS: Urb=Y, Rur=Y

STREET NAME: MORAGA RD

	MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB	RIGHT (R)	610	293 *	1650	0.1776	0.1776
	THRU (T)	109	109	1650	0.0661	
	LEFT (L)	261	261	3000	0.0870	
	T + L		370	3000	0.1233	
SB	RIGHT (R)	38	38	1650	0.0230	
	THRU (T)	128	128	3300	0.0388	
	LEFT (L)	78	78	1650	0.0473	
	T + R		166	3300	0.0503	0.0503
EB	RIGHT (R)	330	186 *	1650	0.1127	
	THRU (T)	762	762	4950	0.1539	0.1539
	LEFT (L)	83	83	1650	0.0503	
WB	RIGHT (R)	50	50	1650	0.0303	
	THRU (T)	355	355	3300	0.1076	
	LEFT (L)	576	576	3000	0.1920	0.1920
	T + R		405	3300	0.1227	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.57
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.PMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 4 OAK HILL RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 17:00-18:00 Peak Hour PM

CCTA METHOD RIGHT THRU LEFT 6-PHASE SIGNAL

```
                    145   79  431
                     |    |    |
                     |    |    |
            ^        |    |    |        ^
            |       <---   v   --->      | Split? N
LEFT   108 ---  1.0   1.0  1.1  2.1   1.1 ---  142  RIGHT
                                                    STREET NAME:
THRU   625 ---> 2.1  (NO. OF LANES)   2.1<---  467  THRU  MT DIABLO BLVD

RIGHT   39 ---  1.1   1.1  1.1  1.0   1.0 ---   75  LEFT
            |       <---   ^   --->      |
            v          |    |    |       v
  N                    |    |    |                    SIG WARRANTS:
W + E                 33   68  124                     Urb=Y, Rur=Y
  S                 LEFT THRU RIGHT Split? Y
```

STREET NAME: OAK HILL RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	124	49 *	1650	0.0297	
THRU (T)	68	68	1650	0.0412	
LEFT (L)	33	33	1650	0.0200	
T + L		101	1650	0.0612	0.0612
SB RIGHT (R)	145	37 *	1650	0.0224	
THRU (T)	79	79	1650	0.0479	
LEFT (L)	431	431	3000	0.1437	
T + L		510	3000	0.1700	0.1700
EB RIGHT (R)	39	39	1650	0.0236	
THRU (T)	625	625	3300	0.1894	
LEFT (L)	108	108	1650	0.0655	0.0655
T + R		664	3300	0.2012	
WB RIGHT (R)	142	142	1650	0.0861	
THRU (T)	467	467	3300	0.1415	
LEFT (L)	75	75	1650	0.0455	
T + R		609	3300	0.1845	0.1845

TOTAL VOLUME-TO-CAPACITY RATIO: 0.48
INTERSECTION LEVEL OF SERVICE: A

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.PMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 5 HAPPY VALLEY RD/MT DIABLO BLVD LAFAYETTE
Count Date 5-15-08 Time 16:45-15:45 Peak Hour PM

CCTA METHOD 6-PHASE SIGNAL

```
                    RIGHT THRU LEFT
                      227   79  170
                       |    |    |
                  ^    |    |    |         ^
                  |    <---  v    --->      | Split? N
LEFT   396 ---  1.0   1.0  1.1  1.1   1.1 ---   84  RIGHT
                                                 STREET NAME:
THRU   527 ---> 2.1  (NO. OF LANES)   2.1<---  343  THRU  MT DIABLO BLVD

RIGHT   25 ---  1.1   1.1  1.1  1.1   1.0 ---  170  LEFT
                  |    <---  ^    --->      |
                  v         |    |         v
  N               |    |    |                        SIG WARRANTS:
W + E            76   61   44                         Urb=Y, Rur=Y
  S             LEFT THRU RIGHT Split? Y
```

STREET NAME: HAPPY VALLEY RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	44	44	1650	0.0267	
THRU (T)	61	61	1650	0.0370	
LEFT (L)	76	76	1650	0.0461	
T + R		105	1650	0.0636	
T + L		137	1650	0.0830	
T + R + L		181	1650	0.1097	0.1097
SB RIGHT (R)	227	0 *	1650	0.0000	
THRU (T)	79	79	1650	0.0479	
LEFT (L)	170	170	1650	0.1030	
T + L		249	1650	0.1509	0.1509
EB RIGHT (R)	25	25	1650	0.0152	
THRU (T)	527	527	3300	0.1597	
LEFT (L)	396	396	1650	0.2400	0.2400
T + R		552	3300	0.1673	
WB RIGHT (R)	84	84	1650	0.0509	
THRU (T)	343	343	3300	0.1039	
LEFT (L)	170	170	1650	0.1030	
T + R		427	3300	0.1294	0.1294

TOTAL VOLUME-TO-CAPACITY RATIO: 0.63
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED

INT=EXIST.INT,VOL=2008.PMV,CAP=

CCTALOS Software ver. 2.35 by TJKM Transportation Consultants

Condition: Lafayette Existing 2008 PM 12/02/08

INTERSECTION 6 MORAGA RD/ST MARY'S RD LAFAYETTE
Count Date 5-15-08 Time 17:00-18:00 Peak Hour

CCTA METHOD 4-PHASE SIGNAL

RIGHT THRU LEFT
0 727 387

Split? Y

LEFT 2 --- 1.1 0.0 1.0 1.0 1.9 --- 307 RIGHT

STREET NAME:

THRU 1 ---> 1.1 (NO. OF LANES) 1.1<--- 0 THRU ST MARY'S RD

RIGHT 0 --- 1.1 1.1 1.1 1.1 1.1 --- 14 LEFT

N
W + E
S

1 636 29

LEFT THRU RIGHT Split? N

SIG WARRANTS:
Urb=N, Rur=N

STREET NAME: MORAGA RD

MOVEMENT	ORIGINAL VOLUME	ADJUSTED VOLUME*	CAPACITY	V/C RATIO	CRITICAL V/C
NB RIGHT (R)	29	29	1650	0.0176	
THRU (T)	636	636	1650	0.3855	
LEFT (L)	1	1	1650	0.0006	
T + R		665	1650	0.4030	
T + L		637	1650	0.3861	
T + R + L		666	1650	0.4036	0.4036
SB THRU (T)	727	727	1650	0.4406	
LEFT (L)	387	387	1650	0.2345	0.2345
EB RIGHT (R)	0	0	1650	0.0000	
THRU (T)	1	1	1650	0.0006	
LEFT (L)	2	2	1650	0.0012	
T + R		1	1650	0.0006	
T + L		3	1650	0.0018	0.0018
T + R + L		3	1650	0.0018	
WB RIGHT (R)	307	307	1650	0.1861	
THRU (T)	0	0	1650	0.0000	
LEFT (L)	14	14	1650	0.0085	0.0085
T + L		14	1650	0.0085	

TOTAL VOLUME-TO-CAPACITY RATIO: 0.65
INTERSECTION LEVEL OF SERVICE: B

* ADJUSTED FOR RIGHT TURN ON RED
INT=EXIST.INT,VOL=2008.PMV,CAP=

COPY

BEFORE THE CITY COUNCIL OF THE CITY OF LAFAYETTE

In the matter of:
Adopt the 2009 Capital Improvement Program &)
Tentative Project Lists for 2010 – 2014) RESOLUTION NO. 2008-29

WHEREAS, the Capital Projects Assessment Committee reviewed and prioritized capital improvement needs within the City to guide the development of the Master Capital Improvement Program; and

WHEREAS, the Master Capital Improvement Program and the Pavement Management Program serve as the basis for the Five-Year Capital Improvement Program project list;

WHEREAS, the City Council adopted the 2009 Capital Improvement Program and the tentative project lists for Construction Years 2010-2014 at its meeting on June 9, 2008; and

WHEREAS, the City Council may elect to modify the annual capital project list at its discretion;

WHEREAS, this resolution will serve as documentation of the Council's referenced action for inclusion in the Measure C/J Growth Management Compliance checklist;

WHEREAS, this resolution will serve as documentation of the Council's approval of an expenditure plan for Lafayette's share of Proposition 1B Local Streets and Roads Funds in the 2009 Capital Improvement Program;

NOW THEREFORE, the City Council of the City of Lafayette, California RESOLVES as follows:

Adopt the 2009 Capital Improvement Program and Tentative Project Lists for Construction Years 2010-2014.

PASSED AND ADOPTED by the City Council of the City of Lafayette at a regular meeting of said Council on June 9, 2008 by the following vote:

AYES: Anderson, Tatzin, Andersson and Federighi
NOES: None
ABSENT: Anduri
ABSTAIN: None

APPROVED:

Mike Anderson, Mayor

ATTEST:

Joanne Robbins, City Clerk

CAPITAL IMPROVEMENT PROGRAM
2010

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	VIA ROBLE	VIA BAJA	QUAIL RIDGE	$ 492,000
	GARDEN LN	LAUREL	END (N)	$ 125,000
	OLD JONAS HILL RD	MORAGA RD	END (S)	$ 535,000
	MONROE AV	FIRST	MORAGA BL	$ 264,000
	O`CONNOR DR	MORAGA RD	707' E/O OAK	$ 212,000
	JOHN WY	POWELL	OLD JONAS HILL RD	$ 126,000
	POWELL DR	JOHN WY	END (W)	$ 109,000
	MICHAEL LN	LUCAS	GLENSIDE DR	$ 432,000
	CORDOVA WY	ROHRER	CASTELLO RD	$ 176,000
	LINCOLNSHIRE	EL CURTOLA	END (E)	$ 64,000
	RUTH CT	EL CURTOLA BL	END (W)	$ 89,000
	WESTMINSTER PL	EL CURTOLA	END (W)	$ 83,000
	IVANHOE AV	RELIEZ VALLEY RD	END (S)	$ 256,000
	PLYMOUTH RD	QUANDT	END (E)	$ 129,000
	SUBTOTAL			$ 3,092,000
DRAINAGE & OTHER IMPROVEMENTS:				
	LAFAYETTE CIR UG (Service Conversion Only)			$ 20,000
	LINCONSHIRE/WESTMINSTER DRAINAGE			$ 18,000
	MICHAEL LN DRAINAGE			$ 190,000
	MONROE AVE SIDEWALK			$ 190,000
	O'CONNOR DR DRAINAGE			$ 44,000
	OLD JONAS HILL RD DRAINAGE			$ 260,000
	VIA ROBLE DRAINAGE			$ 140,000
	SUBTOTAL			$ 862,000
PMP MAINTENANCE:				
	BROOK ST	MTN VIEW DR	HOUGH AV	$ 159,000
	MORAGA RD	CITY LIMIT	RIMROCK RD	$ 125,000
	N. BUCHAN DR	OLD TUNNEL RD	STANWOOD DR	$ 131,000
	OLD TUNNEL RD	WINDSOR DR	LINDA VISTA LN	$ 66,000
	SUBTOTAL			$ 481,000
OVERHEAD				$ 600,000
TOTAL PROGRAM				**$ 5,035,000**

CAPITAL IMPROVEMENT PROGRAM
2010
(No New Funding from RDA and Palos Mitigation Fee)

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	VIA ROBLE	VIA BAJA	QUAIL RIDGE	$ 492,000
	MONROE AV	FIRST	MORAGA BL	$ 264,000
	MICHAEL LN	LUCAS	GLENSIDE DR	$ 432,000
	GARDEN LN	LAUREL	END (N)	$ 125,000
	SUBTOTAL			$ 1,313,000
DRAINAGE & OTHER IMPROVEMENTS:				
	LAFAYETTE CIR UG (Service Conversion Only)			$ 20,000
	MICHAEL LN DRAINAGE			$ 190,000
	MONROE AVE SIDEWALK			$ 190,000
	VIA ROBLE DRAINAGE			$ 140,000
	SUBTOTAL			$ 540,000
PMP MAINTENANCE:				
	BROOK ST	MTN VIEW DR	HOUGH AV	$ 159,000
	MORAGA RD	CITY LIMIT	RIMROCK RD	$ 125,000
	N. BUCHAN DR	OLD TUNNEL RD	STANWOOD DR	$ 131,000
	OLD TUNNEL RD	WINDSOR DR	LINDA VISTA LN	$ 66,000
	SUBTOTAL			$ 481,000
OVERHEAD				$ 484,000
TOTAL PROGRAM				**$ 2,818,000**

CAPITAL IMPROVEMENT PROGRAM
2011

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	VALENTE DR	ACALANES	MARIO WY	$ 116,000
	WHITE OAK DR	CREST RD	END (W)	$ 319,000
	CREST RD	MIDDLE RD	END (W)	$ 266,000
	FIORA PL	ACALANES RD	END (W)	$ 101,000
	MARIO WY	VALENTE	END (E)	$ 133,000
	LEROY WY	PEARDALE (S)	PEARDALE (N) DR	$ 114,000
	MARGUERITE CT	PEARDALE (N)	END (E)	$ 31,000
	AUGUSTINE LN	GLENSIDE	END (S)	$ 165,000
	LOS PALOS DR	SHARON	GLENSIDE DR	$ 182,000
	SANDALWOOD CT	MERRIWOOD DR	END (W)	$ 407,000
	SOMERSET DR	HUNTLEIGH	LUCAS DR	$ 303,000
	SWEETBRIER CR	SANDALWOOD CT	SANDALWOOD CT	$ 355,000
	LUCAS DR	SOMERSET	END	$ 993,000
	BLACK HAWK RD	SPRINGHILL	EAGLE POINT RD	$ 586,000
	SUBTOTAL			$ 4,071,000
DRAINAGE & OTHER IMPROVEMENTS:				
	CREST ROAD DRAINAGE			$ 90,000
	LAFAYETTE CIR STREETLIGHTING			$ 150,000
	MT. DIABLO BLVD CORE AREA SIDEWALK & STREETLIGHTING (Oak Hill Rd to Mt. View Dr)			$ 250,000
	SUBTOTAL			$ 490,000
PMP MAINTENANCE:				
	BUZZIE CT	AUGUSTINE LN	END	$ 11,000
	S. PEARDALE DR	U. HAPPY VALLEY RD	N. PEARDALE DR	$ 24,000
	U. HAPPY VALLEY RD	EL NIDO RANCH	HAPPY VALLEY RD	$ 138,000
	OLYMPIC BL	RELIEZ STATION RD	PLEASANT HILL RD	$ 51,000
	SCHOOL ST	FIRST ST	TOPPER LN	$ 79,000
	STANLEY BL	PLEASANT HILL RD	CAMINO DIABLO	$ 70,000
	HIGHLAND RD	SUNDALE RD (W)	SUNDALE RD (E)	$ 231,000
	LAFAYETTE CIR	MT DIABLO BL	HOUGH AV	$ 105,000
	SCHOOL ST	MORAGA RD	FIRST ST	$ 96,000
	SUNDALE RD	HIGHLAND RD	END (E)	$ 198,000
	SUBTOTAL			$ 1,003,000
OVERHEAD				$ 618,000
TOTAL PROGRAM				**$ 6,182,000**

CAPITAL IMPROVEMENT PROGRAM
2011
(No New Funding from RDA and Palos Mitigation Fee)

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	OLD JONAS HILL RD	MORAGA RD	END (S)	$ 535,000
	CORDOVA WY	ROHRER	CASTELLO RD	$ 176,000
	LOS PALOS DR	SHARON	GLENSIDE DR	$ 182,000
	SUBTOTAL			$ 711,000
DRAINAGE & OTHER IMPROVEMENTS:				
	OLD JONAS HILL RD DRAINAGE			$ 260,000
	LAFAYETTE CIR STREETLIGHTING			$ 150,000
	MT. DIABLO BLVD CORE AREA SIDEWALK & STREETLIGHTING (Oak Hill Rd to Mt. View Dr)			$ 250,000
	SUBTOTAL			$ 660,000
PMP MAINTENANCE:				
	OLYMPIC BL	RELIEZ STATION RD	PLEASANT HILL RD	$ 51,000
	SCHOOL ST	TOPPER LN	MORAGA RD	$ 175,000
	STANLEY BL	PLEASANT HILL RD	CAMINO DIABLO	$ 70,000
	LAFAYETTE CIR	MT DIABLO BL	HOUGH AV	$ 105,000
	SUBTOTAL			$ 401,000
OVERHEAD				$ 498,000
TOTAL PROGRAM				**$ 2,270,000**

CAPITAL IMPROVEMENT PROGRAM
2012

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	MANZANA PL	OLD TUNNEL RD	END (S)	$ 47,000
	MARYOLA CT	WINDSOR	END (E)	$ 143,000
	HERMAN DR	MORAGA RD	END (W)	$ 122,000
	LITTLE LN	FOYE DR	END (W)	$ 90,000
	OLIVER CT	MORAGA	END (E)	$ 54,000
	ROWE PL	MORAGA	END (E)	$ 50,000
	SUBTOTAL			$ 506,000
PMP MAINTENANCE:				
	ACALANES RD	HIDDEN VALLEY RD	CORALEE LN	$ 39,000
	BOYER CIR	DEWING AV	DEWING AV	$ 64,000
	MARTINO RD	SPRINGHILL RD	N SCENIC DR	$ 24,000
	OAK HILL RD	MT DIABLO BL	N THOMPSON RD	$ 89,000
	ORCHARD RD	DEER HILL RD	OAK HILL RD	$ 33,000
	VISTA BELLA	END (W)	END (S)	$ 16,000
	DIABLO CIR	HIDDEN VALLEY RD	CREST RD	$ 36,000
	HIDDEN VALLEY RD	ARBOR WAY	ACALANES RD	$ 83,000
	KNOX DR	HIDDEN VALLEY RD	SILVERWOOD DR	$ 80,000
	SPRINGHILL RD	PLEASANT HILL RD	SPRING HILL LN	$ 202,000
	ST MARY'S RD	MORAGA RD	HOPE LN	$ 154,000
	VALENTE CT	ACALANES RD	END	$ 26,000
	VIA ROBLE	DOLORES DR	VIA BAJA	$ 199,000
	SUBTOTAL			$ 1,045,000
OVERHEAD				$ 280,000
TOTAL PROGRAM				**$ 1,831,000**

CAPITAL IMPROVEMENT PROGRAM
2013

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	READ DR	ROHRER DR	END	$ 270,000
	CHESTNUT ST	WALNUT	DEWING AV	$ 177,000
	WALNUT ST	CHESTNUT	DEWING AV	$ 185,000
	SUBTOTAL			$ 632,000
DRAINAGE & OTHER IMPROVEMENTS:				
	CHESTNUT ST SIDEWALK			$ 148,000
	SUBTOTAL			$ 148,000
PMP MAINTENANCE:				
	LOS PALOS DR	GLENSIDE DR (N)	GLENSIDE DR (S)	$ 47,000
	MEEK PL	CAROLYN CT	SUNSET LOOP	$ 12,000
	MT DIABLO BL	EL NIDO RANCH	DOLORES DR	$ 326,000
	MTN VIEW DR	BROOK ST	END	$ 76,000
	OLD TUNNEL RD	LINDA VISTA	EL CURTOLA	$ 55,000
	RAHARA DR	LOS ARABIS DR	U. HAPPY VALLEY RD	$ 29,000
	ROSE CT	ROSE LN	END	$ 10,000
	WINDSOR DR	CONDIT RD	OLD TUNNEL RD	$ 60,000
	CASTELLO RD	CAMINO COLORADOS	ROHRER DR	$ 30,000
	FRANKLIN LN	HAPPY VALLEY RD	END	$ 70,000
	HAPPY VALLEY RD	WHITE PINE LN	CITY LIMIT	$ 39,000
	TOPPER LN	SCHOOL ST	ST MARY'S RD	$ 58,000
	SUBTOTAL			$ 812,000
OVERHEAD				$ 288,000
TOTAL PROGRAM				**$ 1,880,000**

CAPITAL IMPROVEMENT PROGRAM
2014

	Street Name	Begin Location	End Location	Cost
LOCAL ROAD REPAIR:				
	CARLYLE TERRACE	SWEET	END (E)	$ 249,000
	NORDSTROM LN	HILLTOP	GLEN RD	$ 282,000
	HILLTOP DR	NORDSTROM	HASTINGS CT	$ 85,000
	SUBTOTAL			$ 616,000
DRAINAGE & OTHER IMPROVEMENTS:				
	NORDSTROM LN DRAINAGE			$ 60,000
	SUBTOTAL			$ 60,000
PMP MAINTENANCE:				
	BROOK ST	HOUGH AV	MORAGA RD	$ 28,000
	EL NIDO RANCH RD	PINE LN	U. HAPPY VALLEY RD	$ 72,000
	HAMLIN RD	MORAGA RD	SOLANA	$ 35,000
	LAUREL DR	DEER HILL RD	END	$ 38,000
	MEADOW LN	FRANKLIN LN	ROSE LN	$ 28,000
	PINE LN	TIMOTHY LN	END	$ 17,000
	REVERE RD	ACALANES RD	ADDRESS #869	$ 14,000
	SECOND ST	GOLDEN GATE WY	END	$ 25,000
	SILVERWOOD DR	KNOX DR	CITY LIMIT	$ 74,000
	WITHERS AV	TAYLOR BL	RELIEZ VALLEY RD	$ 50,000
	RELIEZ STATION RD	GLENSIDE DR	OLYMPIC BL	$ 384,000
	RICHELLE CT	RELIEZ STATION RD	END	$ 44,000
	SUBTOTAL			$ 809,000
OVERHEAD				$ 297,000
TOTAL PROGRAM				**$ 1,782,000**